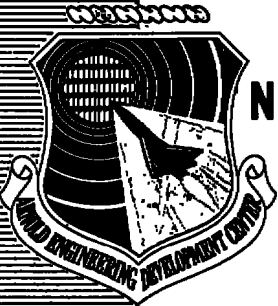


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# NOZZLE TURBULENT BOUNDARY-LAYER MEASUREMENTS IN THE VKF 50-IN. HYPERSONIC TUNNELS

R. K. Matthews and L. L. Trimmer

ARO, Inc.

June 1969

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## FOREWORD

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The results of research presented were obtained by ARO, Inc. (a subsidiary of Sverdrup & Parcel and Associates, Inc.), contract operator of AEDC, AFSC, under Contract F40600-69-C-0001. The work was done under ARO Project Numbers VT3116 and VT2914, during the period from March to July, 1965, and the manuscript was submitted for publication on April 24, 1969.

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This technical report has been reviewed and is approved.

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## ABSTRACT

Pitot pressure and total temperature measurements in the tunnel wall boundary layers in the von Karman Gas Dynamics Facility 50-in. -diam hypersonic wind tunnels are presented. The measurements were obtained in the wind tunnel test sections at nominal free-stream Mach numbers of 6, 8, and 10 at free-stream unit Reynolds numbers from  $0.32 \times 10^6$  to  $3.91 \times 10^6$  per foot. The boundary layers were fully turbulent (velocity profile index 6 to 10), and the total thickness ranged from 4 to 11 in. Velocity and mass flow profiles were computed and used to calculate boundary-layer displacement and momentum thicknesses. The experimentally determined ratio of displacement thickness to momentum thickness was essentially independent of Mach number and Reynolds number over the ranges investigated.

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## NOMENCLATURE

H	$\delta^*/\theta$ , form factor
M	Mach number
n	Velocity profile index, $(u/u_e) = (y/\delta)^{1/n}$
p	Pressure, psia
Pr	Prandtl number
R	Gas constant, 1716.3 $\frac{\text{ft}^2}{\text{sec}^2\text{-}^\circ\text{R}}$
Re	Unit Reynolds number based on boundary-layer edge conditions, $\text{ft}^{-1}$
$\text{Re}_x$	Reynolds number based on boundary-layer edge conditions and distance from throat to survey station (e.g., $x_{2-4}$ in Fig. 2)
r	Radius of tunnel, in.
T	Temperature, $^\circ\text{R}$
u	Velocity, $\text{ft}/\text{sec}$
x	Tunnel axial distances (see Fig. 2), in.
y	Distance from tunnel wall, in.
$\gamma$	Ratio of specific heats
$\delta$	Boundary-layer thickness, in.
$\delta^*$	Boundary-layer displacement thickness, in.
$\theta$	Boundary-layer momentum thickness, in.
$\rho$	Density, $\text{slugs}/\text{ft}^3$

## SUBSCRIPTS

e	Boundary-layer edge conditions
o	Stilling chamber conditions
p	Probe conditions
w	Nozzle wall conditions

## SECTION I INTRODUCTION

The designers of contoured wind tunnel nozzles must be able to make accurate predictions of the nozzle boundary-layer growth. The method generally used in the design of supersonic and hypersonic wind tunnel nozzles is to add the estimated boundary-layer displacement thickness to the inviscid nozzle coordinates. Thus, the mass flow defect caused by the viscous boundary-layer flow is accounted for. Nozzle coordinates for inviscid flow are generally calculated by the method of characteristics (Ref. 1). Most hypersonic wind tunnel nozzle boundary layers are turbulent, and calculation of the displacement thickness requires semi-empirical methods (Refs. 2 and 3). Numerous studies of boundary layers in supersonic flow have been reported (Refs. 4 through 7); however, hypersonic flow boundary-layer studies (Refs. 8, 9, and 10) are not as numerous.

The large continuous hypersonic wind tunnels at the von Kármán Gas Dynamics Facility (VKF), AEDC, produce relatively thick (from 4 to 11 in.) turbulent boundary layers that are ideal for experimental study. Pitot pressure and total temperature surveys of the test section boundary layers were made in the 50-in. -diam Gas Dynamic Wind Tunnels, Hypersonic (B) and (C). These surveys were obtained for nominal test section Mach numbers of 6, 8, and 10 and free-stream unit Reynolds numbers ranging from  $0.32 \times 10^6$  to  $3.91 \times 10^6 \text{ ft}^{-1}$ .

## SECTION II APPARATUS

### 2.1 WIND TUNNELS

Tunnels B and C (Fig. 1, Appendix I) are continuous, closed-circuit, variable density wind tunnels with axisymmetric, water-cooled contoured nozzles and 50-in. -diam test sections. Interchangeable throat sections permit operation of Tunnel B at nominal Mach numbers of 6 and 8 and Tunnel C at nominal Mach numbers of 10 and 12. Basic tunnel dimensions relevant to the nozzle contours are presented in Fig. 2.

The tests were conducted over the following tunnel stilling chamber pressure ranges:



<u>Tunnel</u>	<u>Mach Number</u>	<u>p<sub>0</sub> Range, psia</u>
B	6	50 to 300
B	8	100 to 800
C	10	200 to 1,800

Stilling chamber temperatures up to 1360°R were provided in Tunnel B by a natural-gas-fired combustion heater. Tunnel C stilling chamber temperatures up to 1970°R were provided by an electric resistance heater in conjunction with the gas-fired heater. These stilling chamber temperatures are sufficient to prevent liquefaction of the air as it is expanded to test section conditions. Additional information on the design and operation of Tunnels B and C is available in Ref. 11.

## 2.2 TEST EQUIPMENT

The boundary-layer probe location in the wind tunnels is shown in Fig. 2, and the probe geometry is shown in Fig. 3. The combination pitot pressure and total temperature probe was traversed in a direction normal to the tunnel centerline. The slope of the tunnel wall relative to the tunnel centerline was less than 0.5 deg at the survey station, and the associated error in probe height was neglected. Also, as noted in Fig. 3, the total temperature probe was located in the tunnel vertical plane of symmetry, whereas the pitot probe was located 0.8 in. to the side. The error in pitot probe location produced by assuming equal  $y$  values for both measurements was less than 0.02 in. and was neglected because the estimated probe positioning precision is  $\pm 0.05$  in.

Probe pressure was measured with a 15-psid transducer which, from repeat calibrations, is estimated to have been precise within  $\pm 0.003$  psia or 0.5 percent, whichever was greater. A Chromel®-Alumel® thermocouple was used in the double-shielded, vented, total temperature probe. Calibrations of typical thermocouples have shown the indicated temperatures to be accurate within  $\pm 2^\circ\text{R}$  or 0.5 percent, whichever is greater. Operation of the probe, however, indicated total temperatures as much as 10 percent lower than  $T_0$  for probe readings taken in the free-stream at the lowest tunnel Reynolds numbers. These errors are attributed primarily to probe internal viscous losses and secondarily to conduction and radiation losses (Ref. 12).

### SECTION III PROCEDURE

Boundary-layer measurements are normally limited to pitot pressure and total temperature surveys. Several assumptions are required to reduce these measurements to the boundary-layer parameters  $\delta^*$  and  $\theta$ . Boundary-layer pitot pressures can be converted to Mach numbers by assuming a knowledge of the local static pressure and application of the Rayleigh pitot formula. The free-stream static pressure (calculated from the edge Mach number and stilling chamber pressure) is generally assumed constant across the boundary layer and was the procedure used herein. This assumption should be viewed in light of the fact that some static pressure gradient through the boundary layer (up to 10 percent) is expected because the nozzle flow is not completely expanded (that is, completely parallel) at the boundary-layer survey station. Unfortunately, measured wall static pressures were inconclusive.

Boundary-layer edge (free-stream) conditions in Tunnel B were calculated assuming a perfect gas isentropic expansion from the stilling chamber. Because of higher stagnation pressures and temperatures, the Tunnel C boundary-layer edge conditions were calculated assuming a real gas isentropic expansion using the Beattie-Bridgeman equation of state and procedures described in Ref. 13.

It is pointed out in Ref. 8 that the conventional method of defining  $\delta$  (i. e.,  $y$  where  $u/u_e = 0.99$ ) is ill suited for hypersonic boundary layers because the velocity is greater than  $0.99 u_e$  over a sizable portion of the boundary layer. That is, for  $0.99 u_e$ , the pitot pressure ranges from 0.96 to 0.95  $pp_e$  for  $M_e = 6$  to 10, respectively. In addition, pitot pressure profiles were subject to inviscid flow nonuniformities as well as viscous effects and, therefore, may bias the determination of  $\delta$ . For the present work, the total temperature profiles were used to define  $\delta$  (i. e., a loss in total temperature was attributed solely to viscous effects). The boundary-layer thickness was chosen as the  $y$  value where  $T_p/T_{pe} = 0.995$ . In the hypersonic limit (Ref. 10), when the Mach number becomes infinite in the outer portion of the boundary layer, the total temperature can be related to the velocity by neglecting the static temperature term in the energy equation. Nondimensionalizing by boundary-layer edge conditions gives

$$\frac{T_p}{T_{pe}} = \left( \frac{u}{u_e} \right)^2 \text{ for } y \rightarrow \delta \quad (1)$$

The selection of  $\delta$  at  $T_p/T_{pe} = 0.995$  then corresponds to a velocity ratio (from Eq. (1)) of about 0.998.

The basic total temperature and pitot pressure measurements are presented (in plotted form) in Figs. II-1 and II-2, respectively (Appendix II). The values selected for  $\delta$  are indicated on the total temperature profiles (Fig. II-1) and are also shown for comparison on the pitot pressure profiles (Fig. II-2). Note, as discussed in Section 2.2, that for some test conditions the total temperature probe did not agree with the stilling chamber temperature ( $T_{pe}/T_o \neq 1$ ) when in the free stream. In these cases, the value of  $T_{pe}$  was adjusted to agree with  $T_o$ , and all boundary-layer temperature measurements were similarly adjusted (multiplied) by the experimental ratio,  $T_o/T_{pe}$ .

Assuming a thermally perfect gas (i. e. ,  $p = \rho RT$ ), the boundary-layer velocities were calculated by the equation

$$u = M\sqrt{\gamma RT} \quad (2)$$

where:  $M$  was calculated as previously described

$$T = \frac{T_p}{\left(1 + \frac{\gamma-1}{2} M^2\right)} \quad (3)$$

and  $\gamma = 1.4$

Combining Eq. (2) with the perfect gas equation of state yields the local mass flow

$$\rho u = \left(\frac{p}{RT}\right)(M\sqrt{\gamma RT}) \quad (4)$$

where  $p$  is assumed equal to  $p_e$  (i. e. ,  $(dp/dy) = 0$ ).

The displacement thickness for a two-dimensional boundary layer is defined by

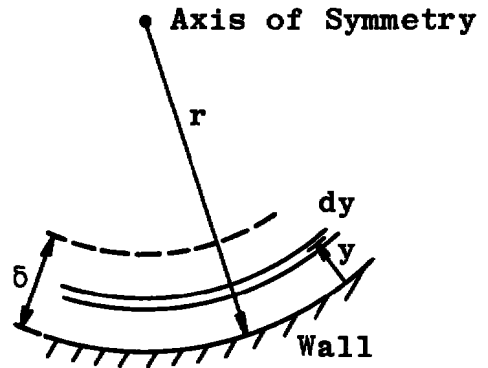
$$\delta^* = \int_0^\delta \left(1 - \frac{\rho u}{\rho_e u_e}\right) dy \quad (5)$$

The corresponding equation for an axisymmetric boundary layer can be shown, by considering the geometry of the sketch below, to be

$$\pi \left[ r^2 - (r - \delta^*)^2 \right] = \int_{\pi r^2}^{\pi(r-\delta)^2} \left(1 - \frac{\rho u}{\rho_e u_e}\right) dA \quad (6)$$

where

$$dA = 2\pi (r - y) dy$$



Substituting for  $dA$  and reducing Eq. (6) gives

$$\delta^* \left(1 - \frac{\delta^*}{2r}\right) = \int_0^\delta \left(1 - \frac{\rho u}{\rho_e u_e}\right) \left(1 - \frac{y}{r}\right) dy \quad (7)$$

Similarly, the axisymmetric equation for the boundary-layer momentum thickness is

$$\theta \left(1 - \frac{\theta}{2r}\right) = \int_0^\delta \left(\frac{\rho u}{\rho_e u_e}\right) \left(1 - \frac{u}{u_e}\right) \left(1 - \frac{y}{r}\right) dy \quad (8)$$

The values of  $\delta^*$  and  $\theta$  for the present tests were obtained after a numerical integration of the right-hand sides of Eqs. (7) and (8). A summary of these boundary-layer characteristics, as well as the test conditions, is given in Table II-1, Appendix II.

#### SECTION IV RESULTS AND DISCUSSION

Nondimensional velocity profiles for Mach numbers 6, 8, and 10 at Reynolds numbers representative of the range covered are presented in Fig. 4. The profiles exhibit the typical turbulent "full" shape, and an exponential profile with  $n = 9$  is shown for comparison purposes. The velocity profile index ( $n$ ) for each survey was evaluated from the slope of  $u/u_e$  versus  $y/\delta$  plotted on log-log paper. These experimentally

determined values of  $n$  are shown in Fig. 5. A free-stream Reynolds number, based on the nozzle length to the survey point, was chosen for the abscissa, and it is observed that essentially no Mach number trend exists. A definite trend of increasing  $n$  with Reynolds number is observed, and considering the precision of  $n$  (about  $\pm 0.5$ ), the correlation is quite good for the limited range of the present study.

Total temperature measurements selected from data at each Mach number (Fig. 6) are compared with predictions relating the total temperature to the velocity. The departure of turbulent boundary-layer total temperature profiles from the Crocco relation ( $Pr = 1$ ) is discussed in Refs. 3 and 10. The present data were found to lie between the  $(u/u_e)^2$  curve and the "hypersonic limit" which was discussed in Section III. Of course, these expressions cannot be expected to be valid near the wall where heat-transfer effects are strong (Ref. 3).

The variations of the boundary-layer thicknesses ( $\delta$ ,  $\delta^*$ , and  $\theta$ ) with free-stream unit Reynolds number are presented in Fig. 7. Comparison of the  $\delta^*$  values with the predictions of Sivells (Ref. 3) are generally within 10 percent.

A summary of the boundary-layer measurements in terms of  $H$  is shown in Fig. 8. It is significant to note that no trend with either Mach number or free-stream unit Reynolds number was found. This result was predicted by Sivells (Ref. 3); however, the predicted magnitude of  $H$  is approximately 30 percent high.

## SECTION V CONCLUSIONS

Pitot pressure and total temperature distributions were measured in the tunnel wall boundary layers in the VKF 50-in.-diam hypersonic wind tunnels at free-stream Mach numbers 6, 8, and 10 and free-stream unit Reynolds numbers from  $0.32 \times 10^6$  to  $3.91 \times 10^6$  per foot. Within the limits of these test conditions, the results were as follows:

1. The boundary layers were fully turbulent. The velocity profile index ( $n$ ) varied from 6 to 10 and was found to be dependent on free-stream Reynolds number, but essentially independent of free-stream Mach number.
2. The ratio of boundary-layer displacement thickness to momentum thickness ( $H$  or form factor) was essentially independent of free-stream Mach number and free-stream Reynolds number.

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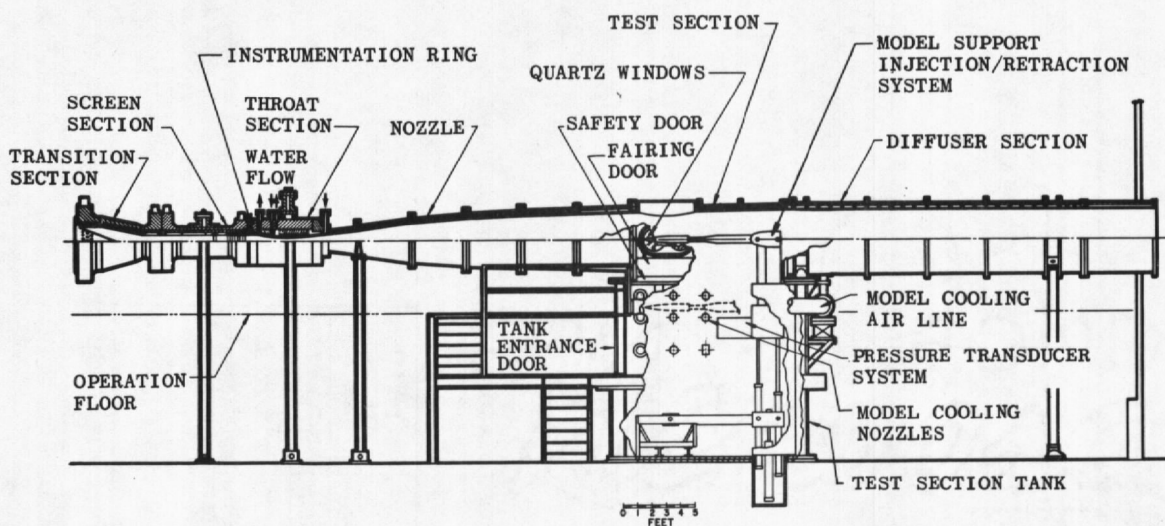
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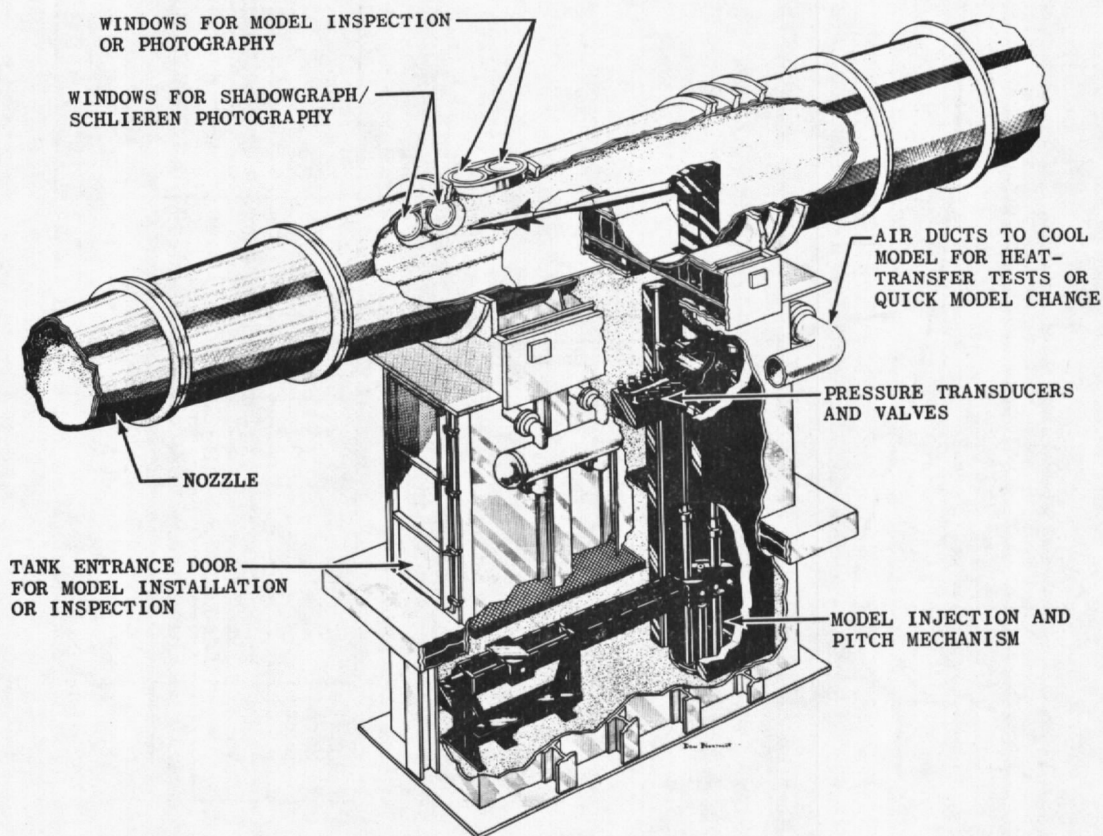
**APPENDIXES**

- I. ILLUSTRATIONS**
- II. DATA AND TEST CONDITIONS**

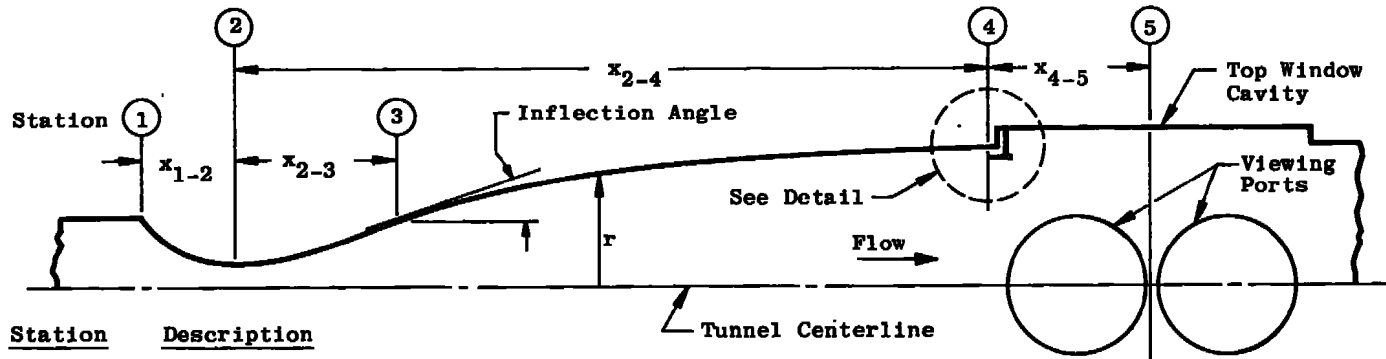




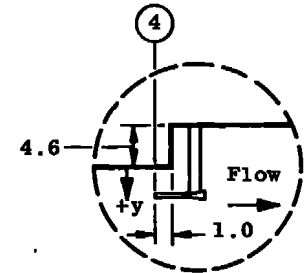
a. Tunnel Assembly



b. Tunnel Test Section  
Fig. 1 VKF Wind Tunnels B and C



Station	Description
1	Begin Subsonic Contour
2	Throat
3	Inflection Point
4	Survey Station
5	Center of Test Section

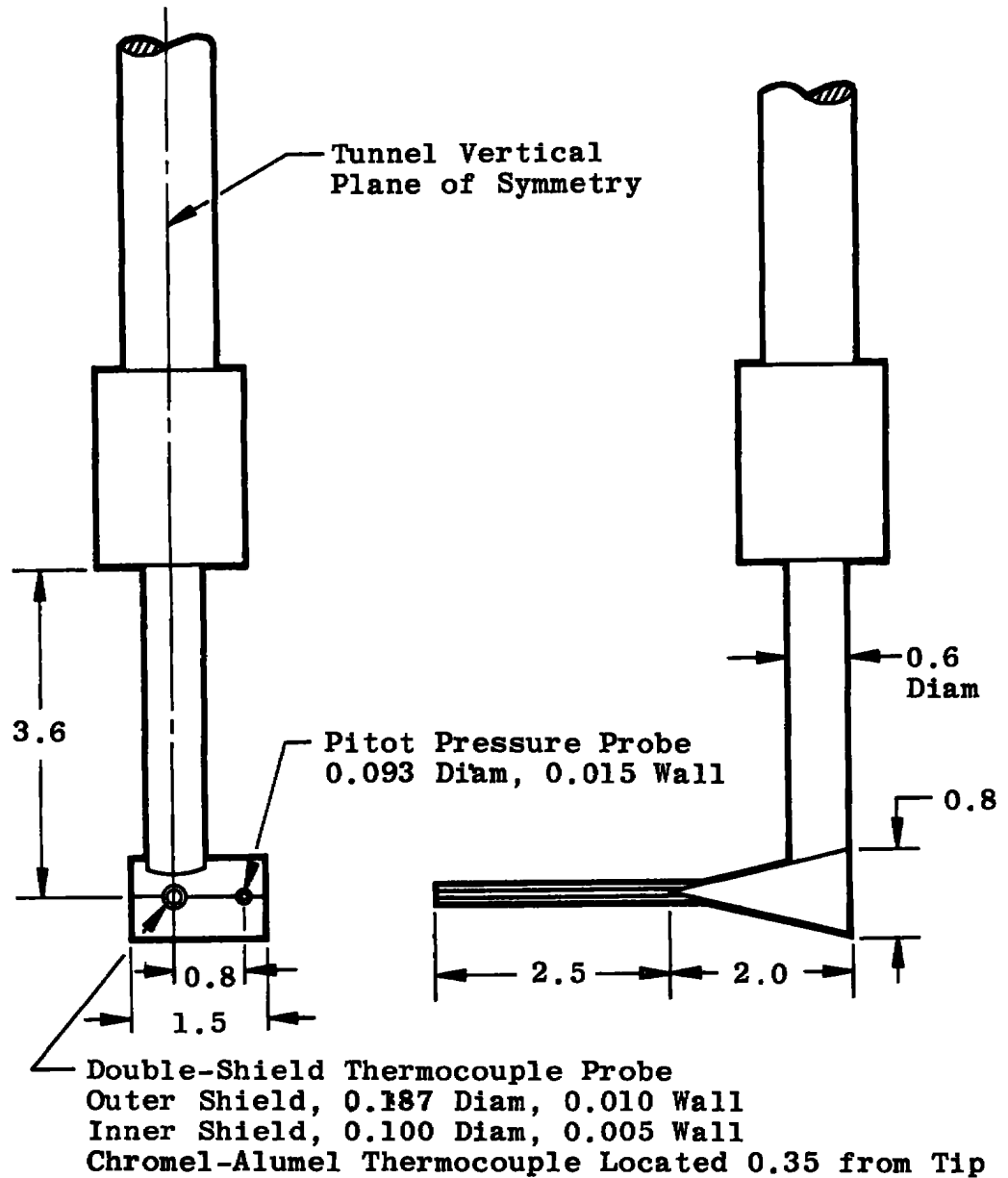


Probe Location Detail

$x_3$   $x_4$   
50.27 273.85

Nozzle Mach Number	$x_{1-2}$	$x_{2-3}$	$x_{2-4}$	$x_{4-5}$	$r_1$	$r_2$	$r_3$	$r_4$	$r_5$	Inflection Angle, deg
6	31.92	18.37	242.08	21.50	6.00	3.171	6.33	24.34	24.64	12.52
8	24.66	25.63	249.19	21.50	6.00	1.584	6.33	24.34	24.64	12.52
10	20.57	33.43	301.93	21.50	6.00	0.873	5.71	24.34	24.64	9.06
All Dimenses in Inches Sketches not to Scale										

Fig. 2 Wind Tunnel Geometry



All Dimensions in Inches

Fig. 3 Boundary-Layer Probe Details

<u>Sym</u>	<u>M<sub>e</sub></u>	<u>Re/ft</u> <u>x 10<sup>-6</sup></u>	<u>δ, in.</u>	<u>u<sub>e</sub>,</u> <u>ft/sec</u>
Δ	5.93	1.04	5.25	2901
▽	5.91	2.04	5.10	2920
☆	5.95	3.91	4.40	2951

<u>Sym</u>	<u>M<sub>e</sub></u>	<u>Re/ft</u> <u>x 10<sup>-6</sup></u>	<u>δ, in.</u>	<u>u<sub>e</sub>,</u> <u>ft/sec</u>
○	7.90	0.44	7.73	3871
◇	7.96	1.73	7.15	3895
Δ	8.04	3.44	6.30	3860

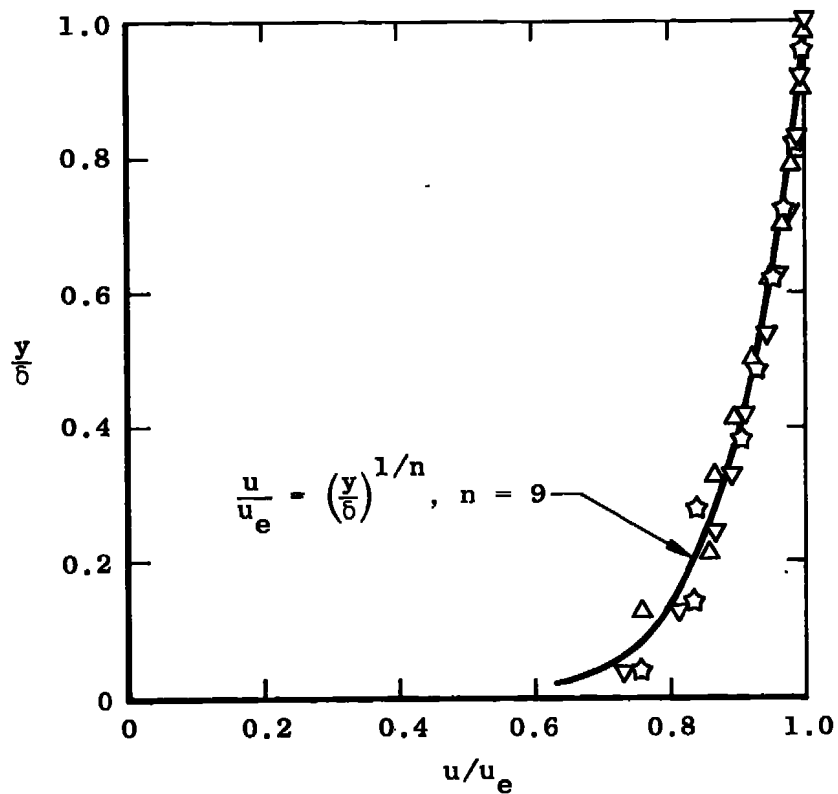
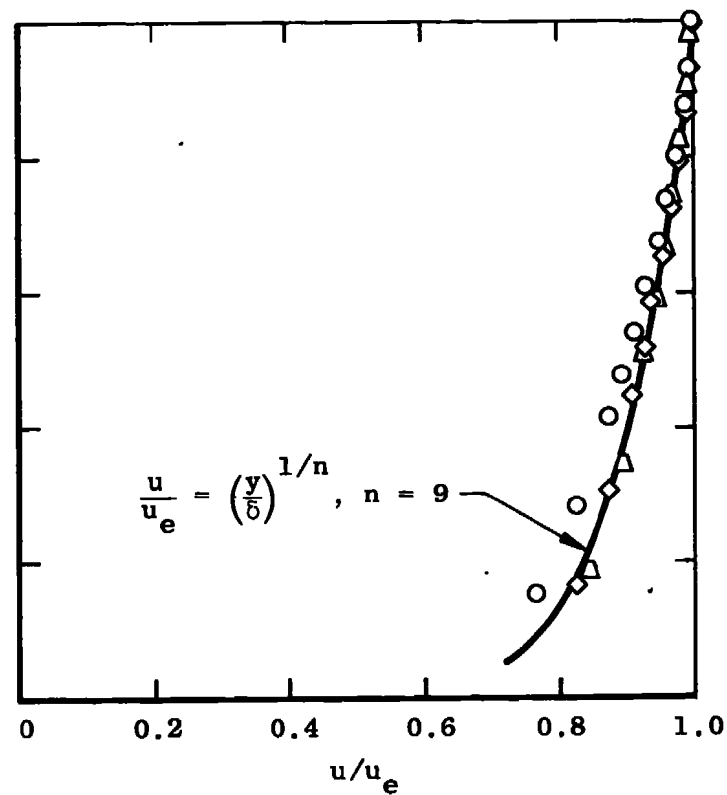
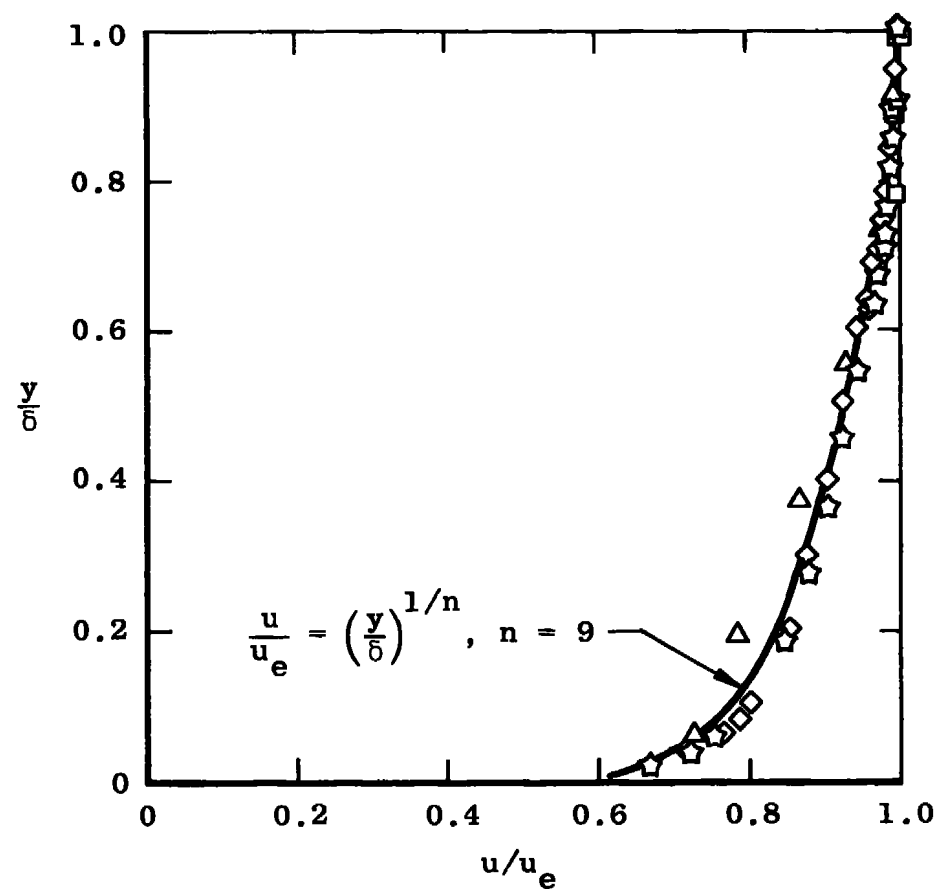
a.  $M_e = 6$ b.  $M_e = 8$ 

Fig. 4 Nondimensional Velocity Profiles

Sym	$M_e$	$Re/ft \times 10^{-6}$	$\delta$ , in.	$u_e$ , ft/sec
$\Delta$	9.86	0.32	11.1	4450
$\star$	10.10	1.14	11.0	4715
$\diamond$	10.18	2.03	9.9	4882



c.  $M_e = 10$   
Fig. 4 Concluded

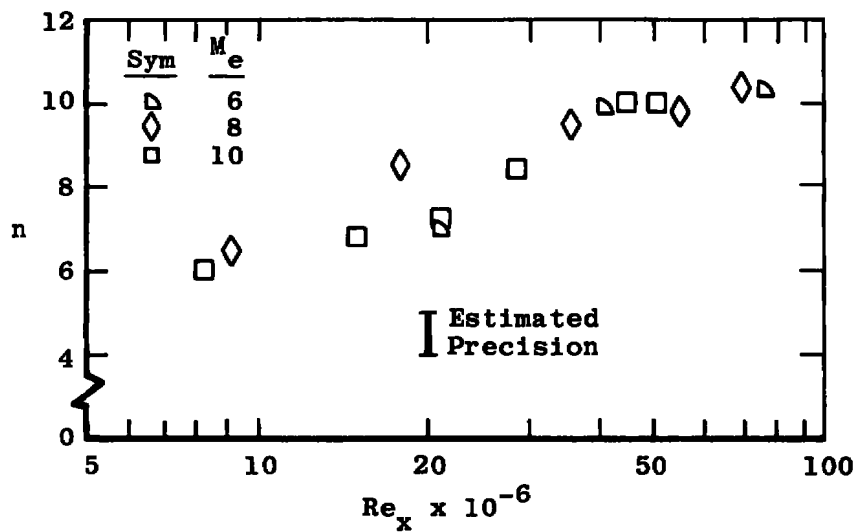


Fig. 5 Velocity Profile Index (n) Variation with Reynolds Number

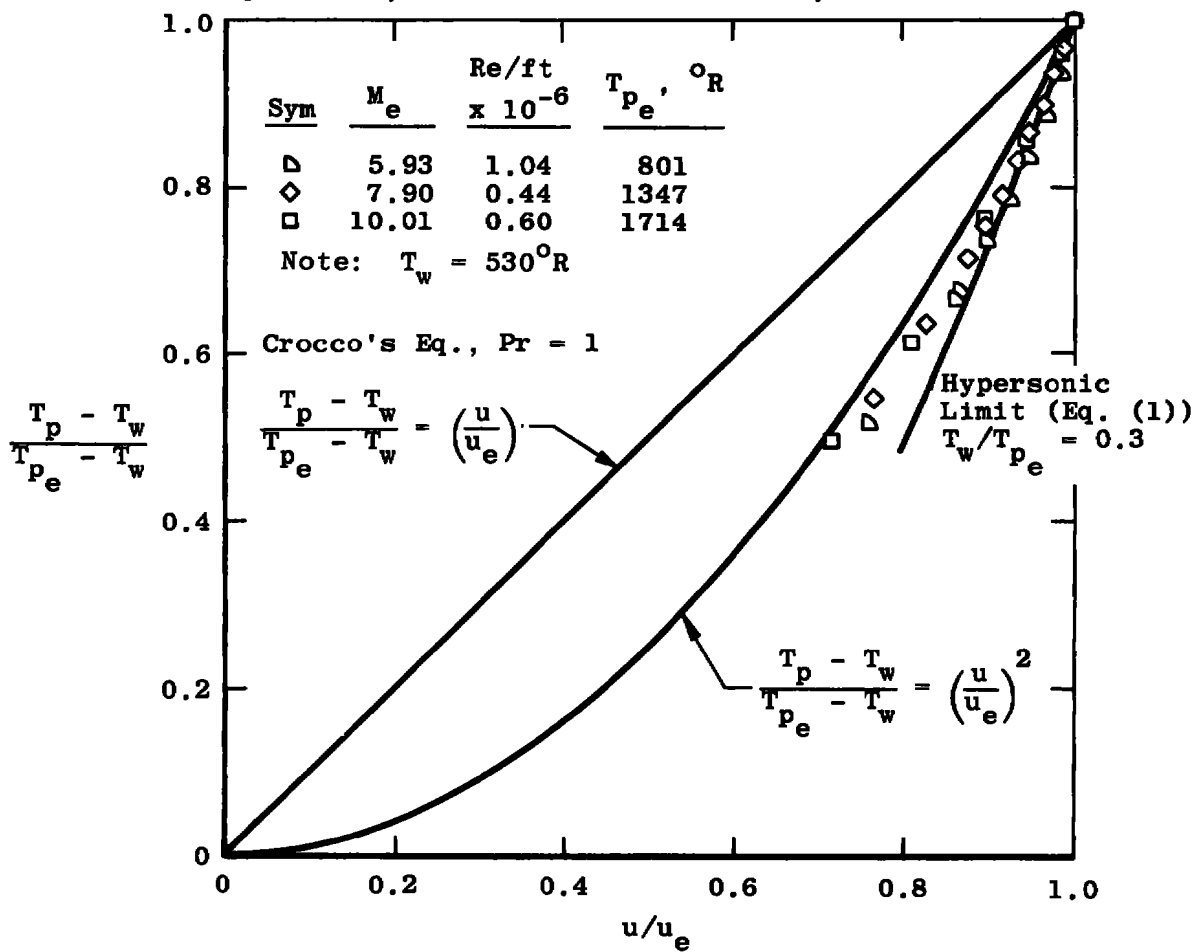


Fig. 6 Correlation of Total Temperature Measurements

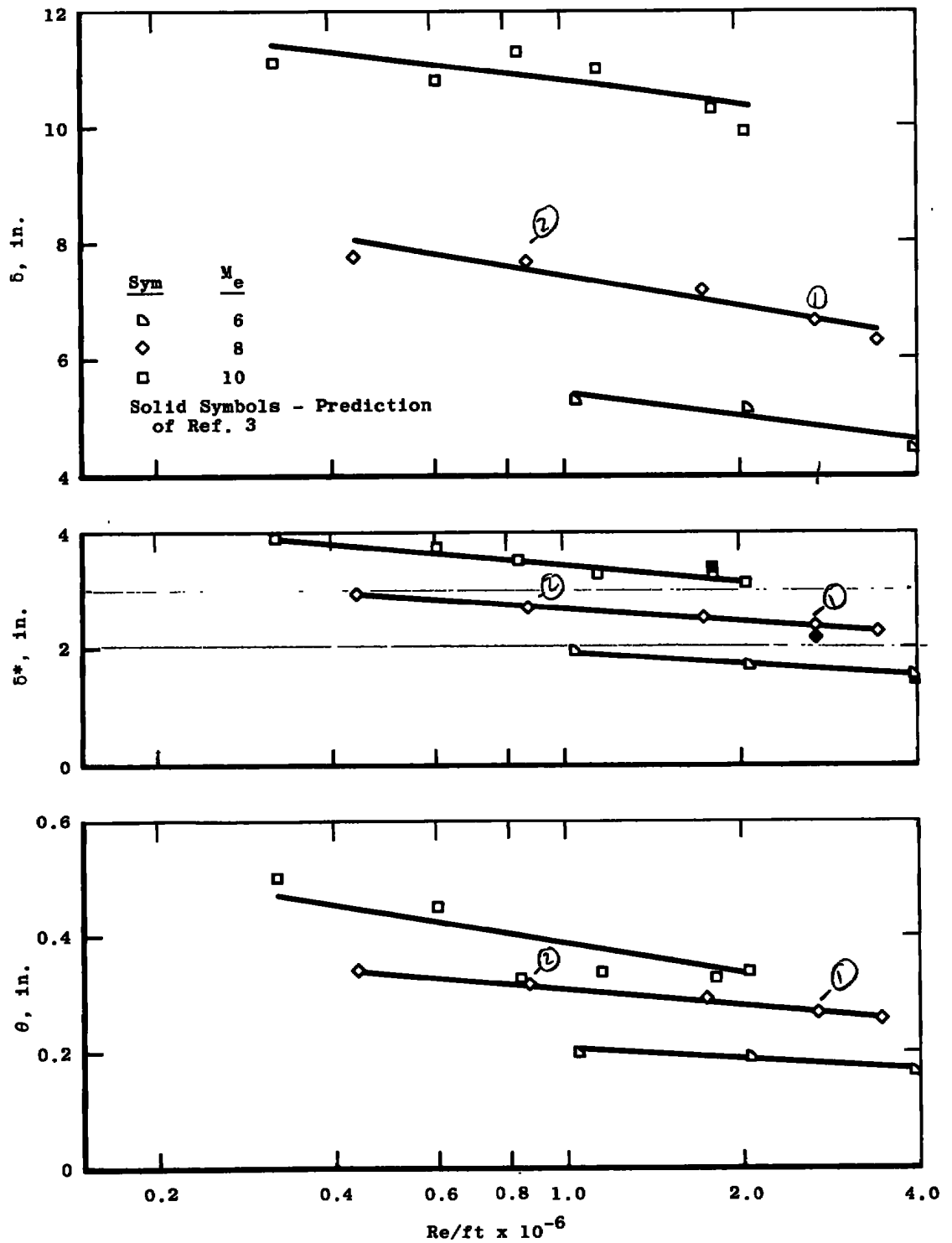


Fig. 7 Effect of Reynolds Number on Boundary-Layer Thicknesses

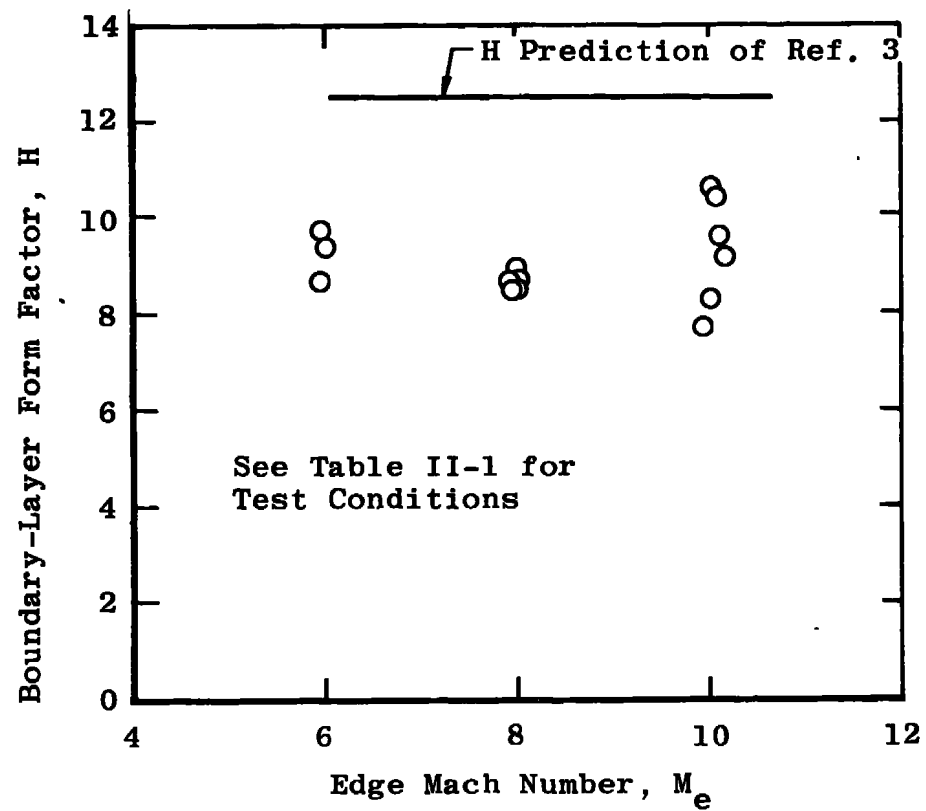


Fig. 8 Summary of Boundary-Layer Measurements

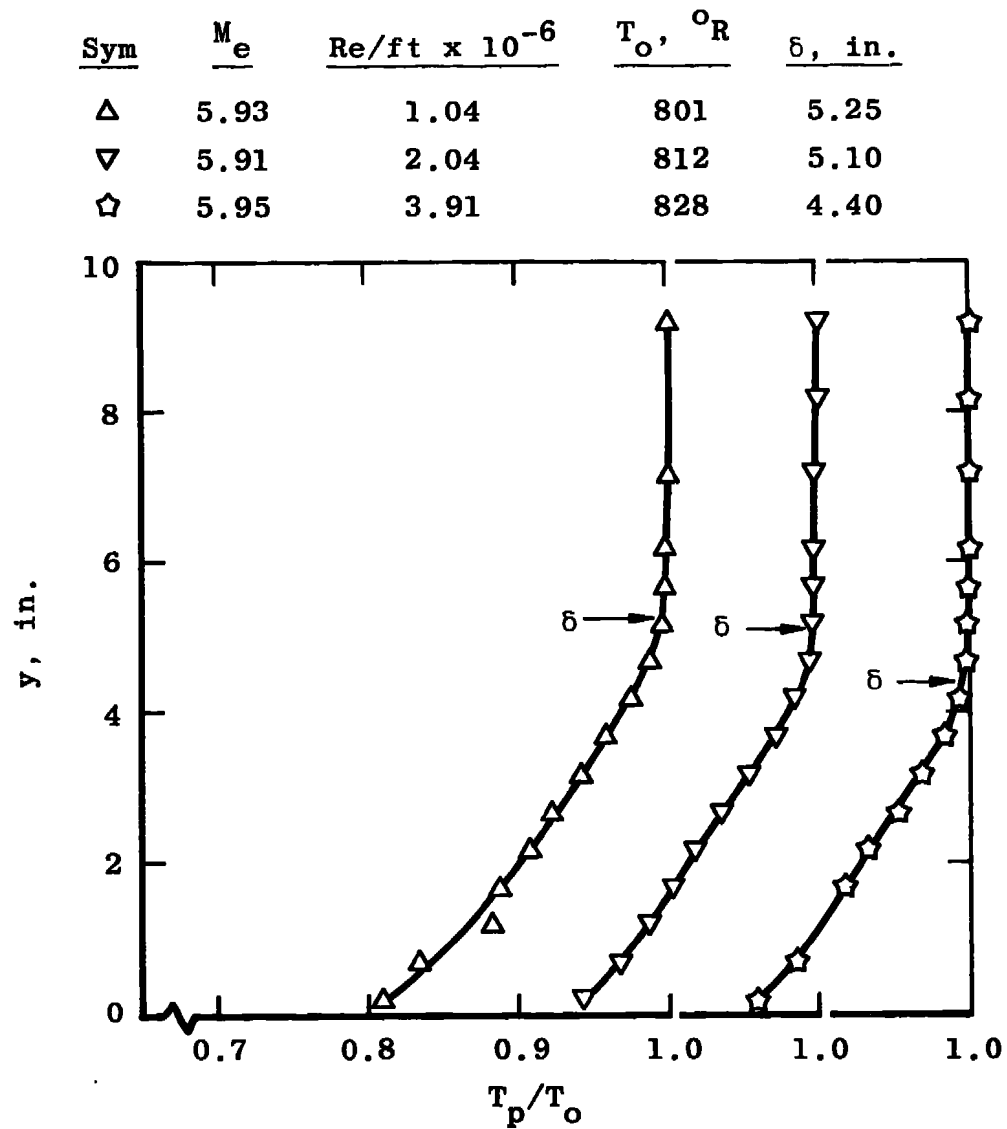


# **APPENDIX II** **DATA AND TEST CONDITIONS**

**TABLE II-1**  
**SUMMARY OF TEST CONDITIONS AND BOUNDARY-LAYER CHARACTERISTICS**

$M_e$	$Re/ft \times 10^{-6}$	$x_{2-4}, in.$	$p_o, psia$	$T_o, ^\circ R$	$p_e, psia$	$T_e, ^\circ R$	$u_e, ft/sec$	$\rho_e \times 10^5, slugs/ft^3$	$\delta, in.$	$\delta^*, in.$	$\theta, in.$	H
5.93	1.04	242.08	50.2	801	0.034	99.8	2901	2.88	5.25	1.94	0.199	9.75
5.91	2.04	242.08	99.6	812	0.069	102	2920	5.72	5.10	1.62	0.187	8.65
5.95	3.91	242.08	200	828	0.134	103	2951	10.9	4.40	1.51	0.161	9.39
7.90	0.44	249.34	97.8	1347	0.011	99.8	3871	0.909	7.73	2.94	0.340	8.65
7.95	0.86	249.34	198	1359	0.021	99.5	3888	1.77	7.65	2.66	0.313	8.49
7.96	1.73	249.34	400	1362	0.042	99.6	3895	3.57	7.15	2.50	0.291	8.59
8.02	2.69	249.34	605	1321	0.061	95.4	3836	5.38	6.62	2.37	0.265	8.94
8.04	3.44	249.34	794	1337	0.079	96.0	3860	6.89	6.30	2.25	0.258	8.71
9.86	0.32	301.93	199	1672	0.005	84.7	4450	0.491	11.1	3.89	0.502	7.74
10.01	0.60	301.93	406	1714	0.009	84.7	4512	0.911	10.8	3.72	0.449	8.29
10.06	0.83	301.93	605	1775	0.013	87.2	4601	1.27	11.3	3.47	0.326	10.64
10.10	1.14	301.93	900	1854	0.019	90.7	4715	1.14	11.0	3.23	0.336	9.60
10.10	1.80	301.93	1500	1919	0.032	94.4	4810	2.85	10.3	3.25	0.313	10.30
10.18	2.03	301.93	1800	1969	0.037	95.9	4882	3.21	9.9	3.11	0.339	9.18

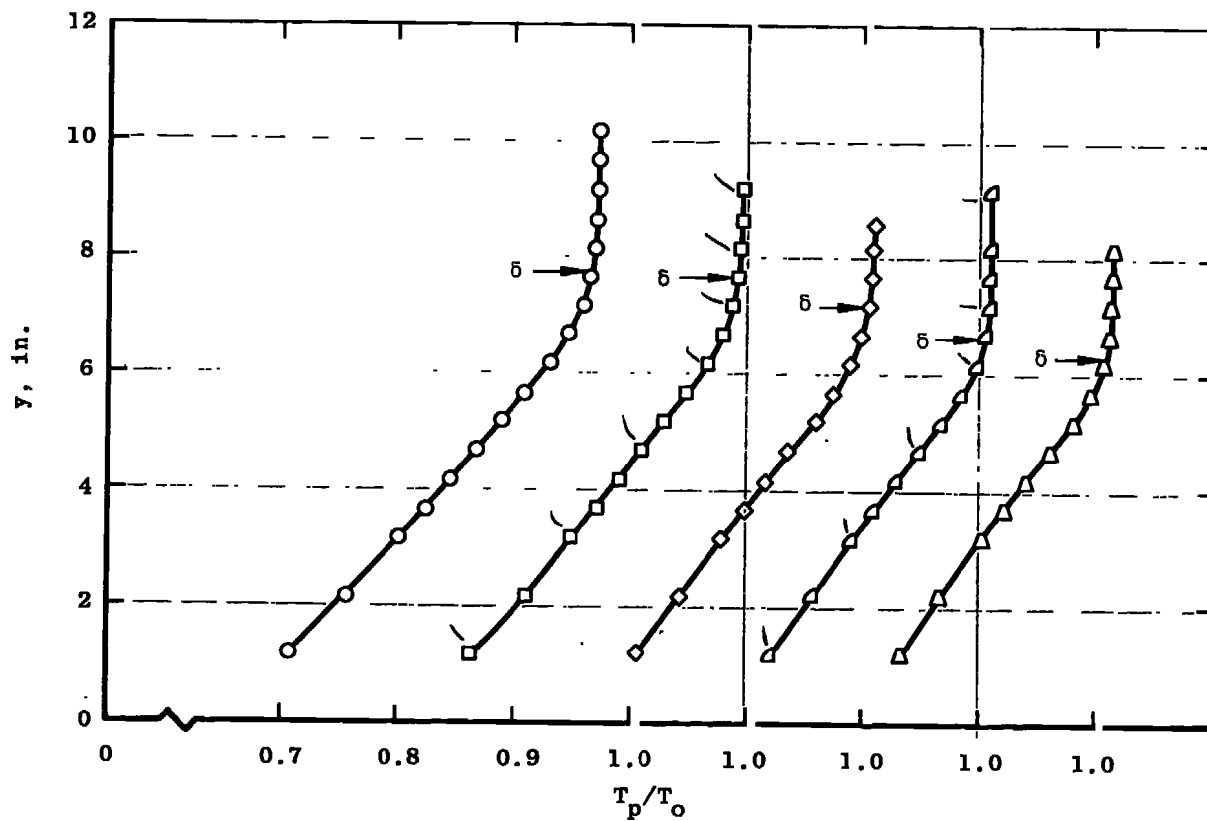
$T_w = 530^\circ R$



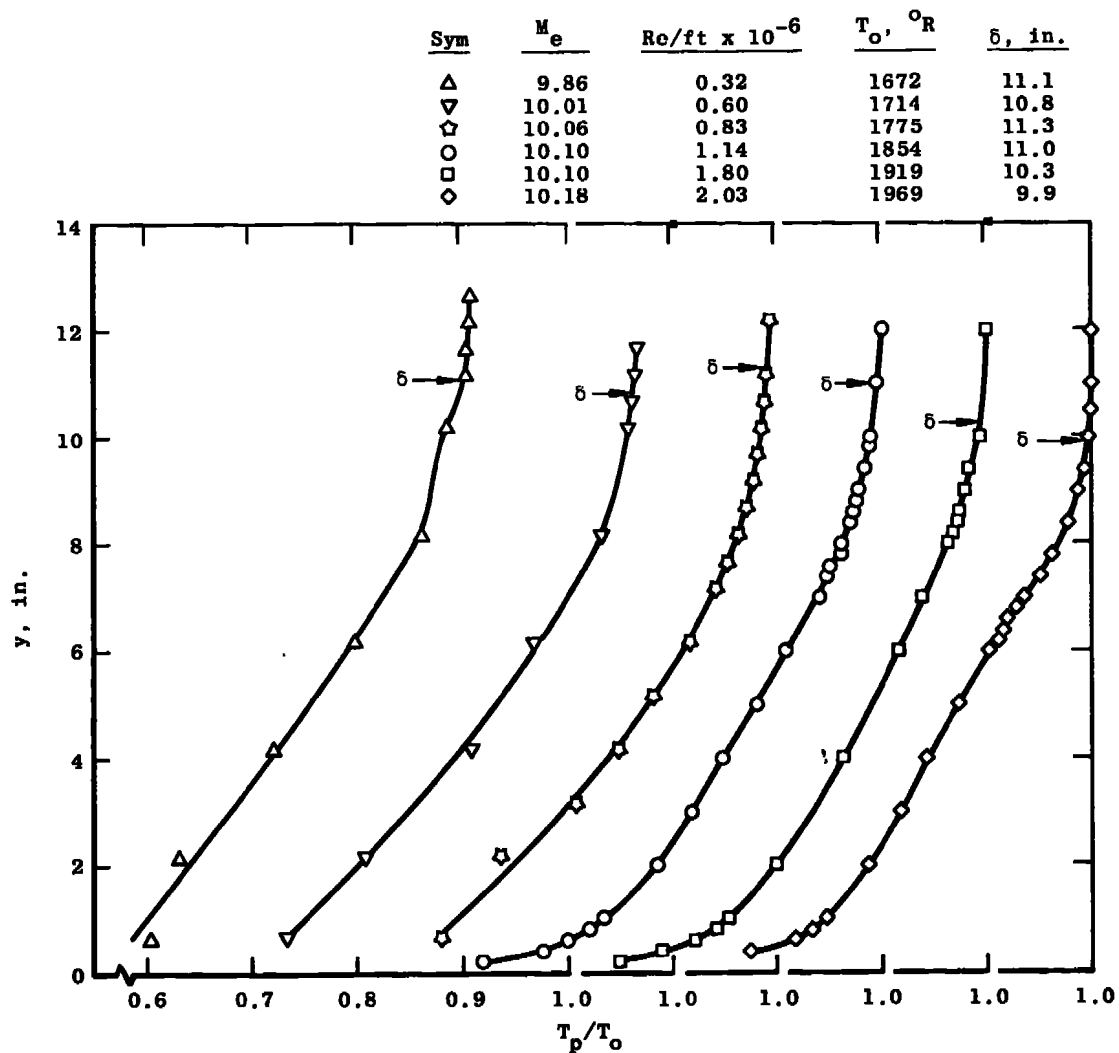
a.  $M_e = 6$

Fig. II-1 Total Temperature Profiles

Case	Sym	$M_e$	$Re/ft \times 10^{-6}$	$T_o, ^\circ R$	$\delta, in.$
②	○	7.90	0.44	1347	7.73
	□	7.95	0.86	1359	7.65
①	◇	7.96	1.73	1362	7.15
	△	8.02	2.69	1321	6.62
	△	8.04	3.44	1337	6.30

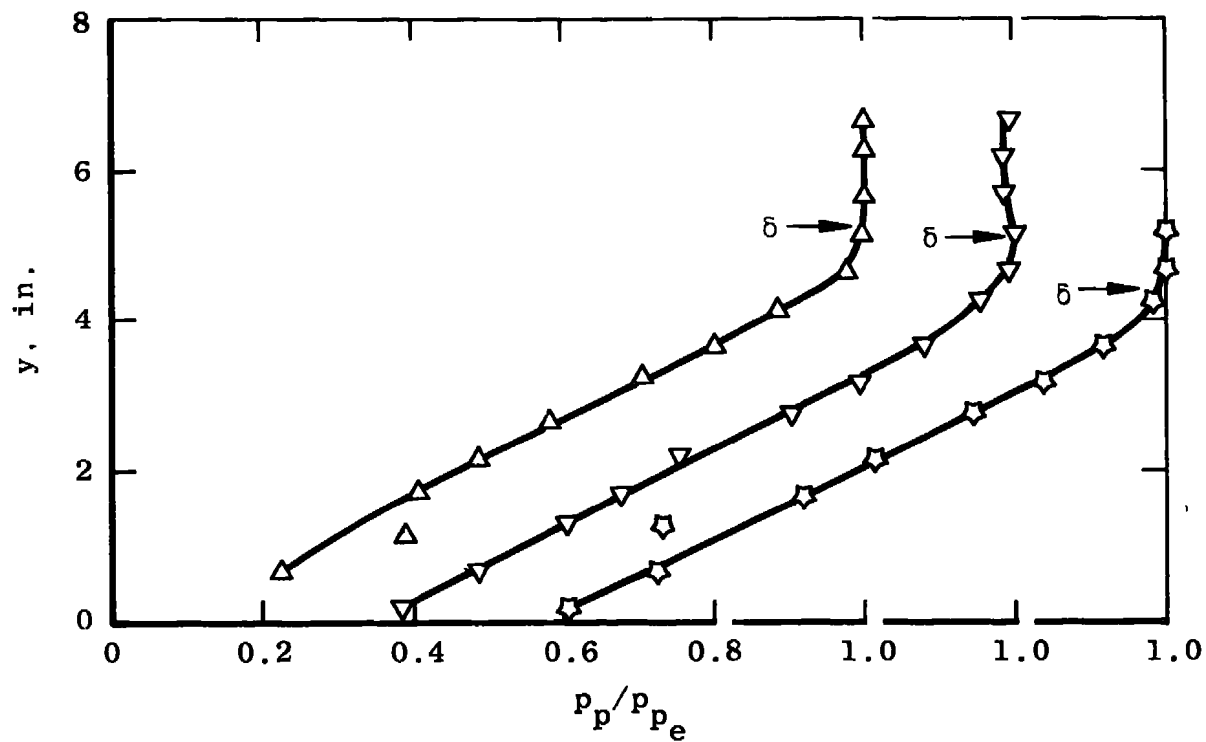


b.  $M_e = 8$   
Fig. II-1 Continued



c.  $M_e \approx 10$   
Fig. II-1 Concluded

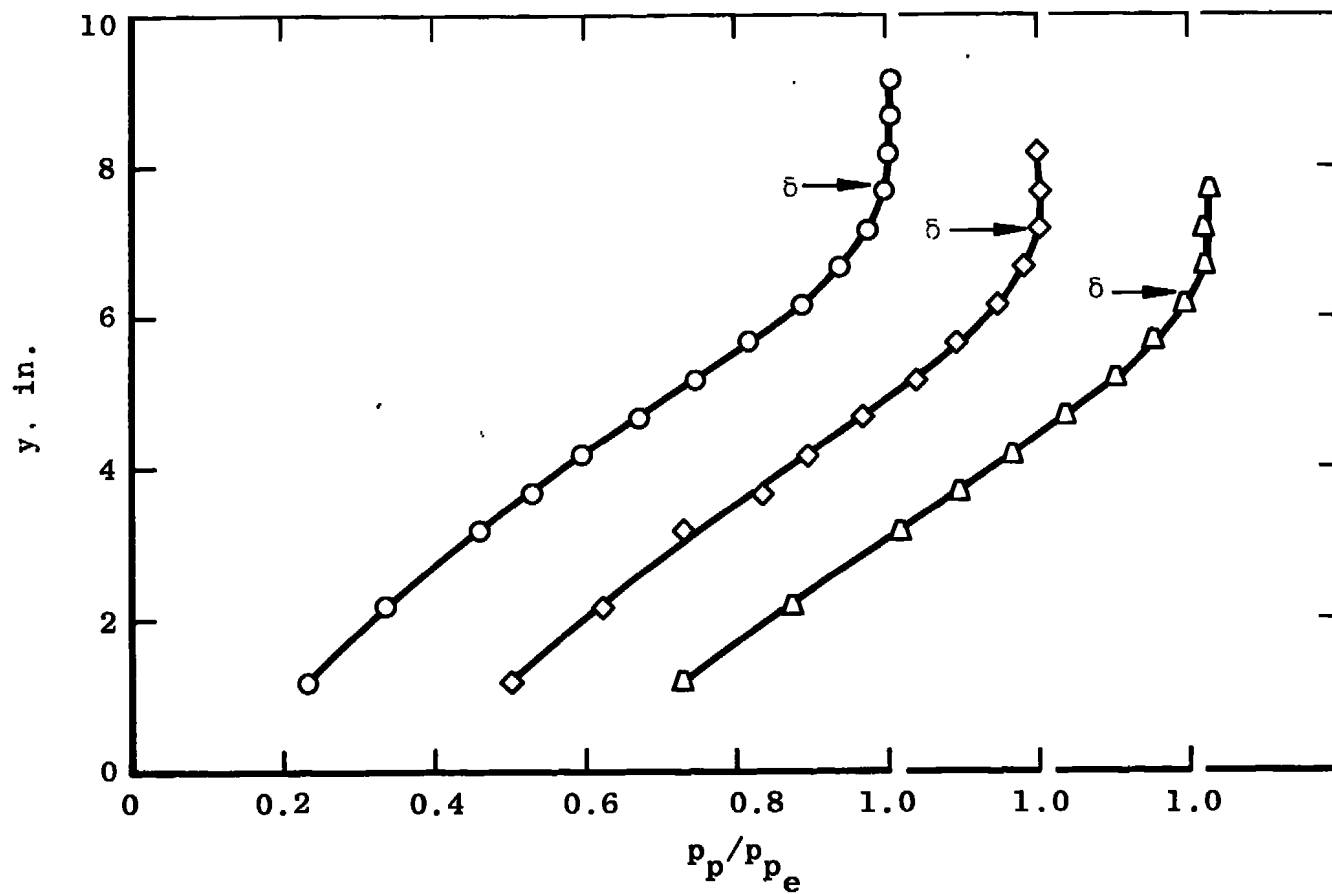
Sym	$M_e$	$Re/ft \times 10^{-6}$	$p_{p_e}$ . psia	$\delta$ . in. (From Fig. II-1)
$\Delta$	5.93	1.04	1.56	5.25
$\nabla$	5.91	2.04	3.15	5.10
$\star$	5.95	3.91	6.15	4.40



a.  $M_e = 6$

Fig. II-2 Pitot Pressure Profiles

Sym	$M_e$	$Re/ft \times 10^{-6}$	$p_{p_e}$ , psia	$\delta$ , in. (From Fig. II-1)
○	7.90	0.44	0.88	7.73
◇	7.96	1.73	3.47	7.15
△	8.04	3.44	6.59	6.30



b.  $M_e = 8$   
Fig. II-2 Continued

Sym	$M_e$	$Re/ft \times 10^{-6}$	$p_{p_e}$ , psia	$\delta$ , in. (From Fig. II-1)
$\Delta$	9.86	0.32	0.62	11.1
$\star$	10.10	1.14	2.53	11.0
$\diamond$	10.18	2.03	4.94	9.9

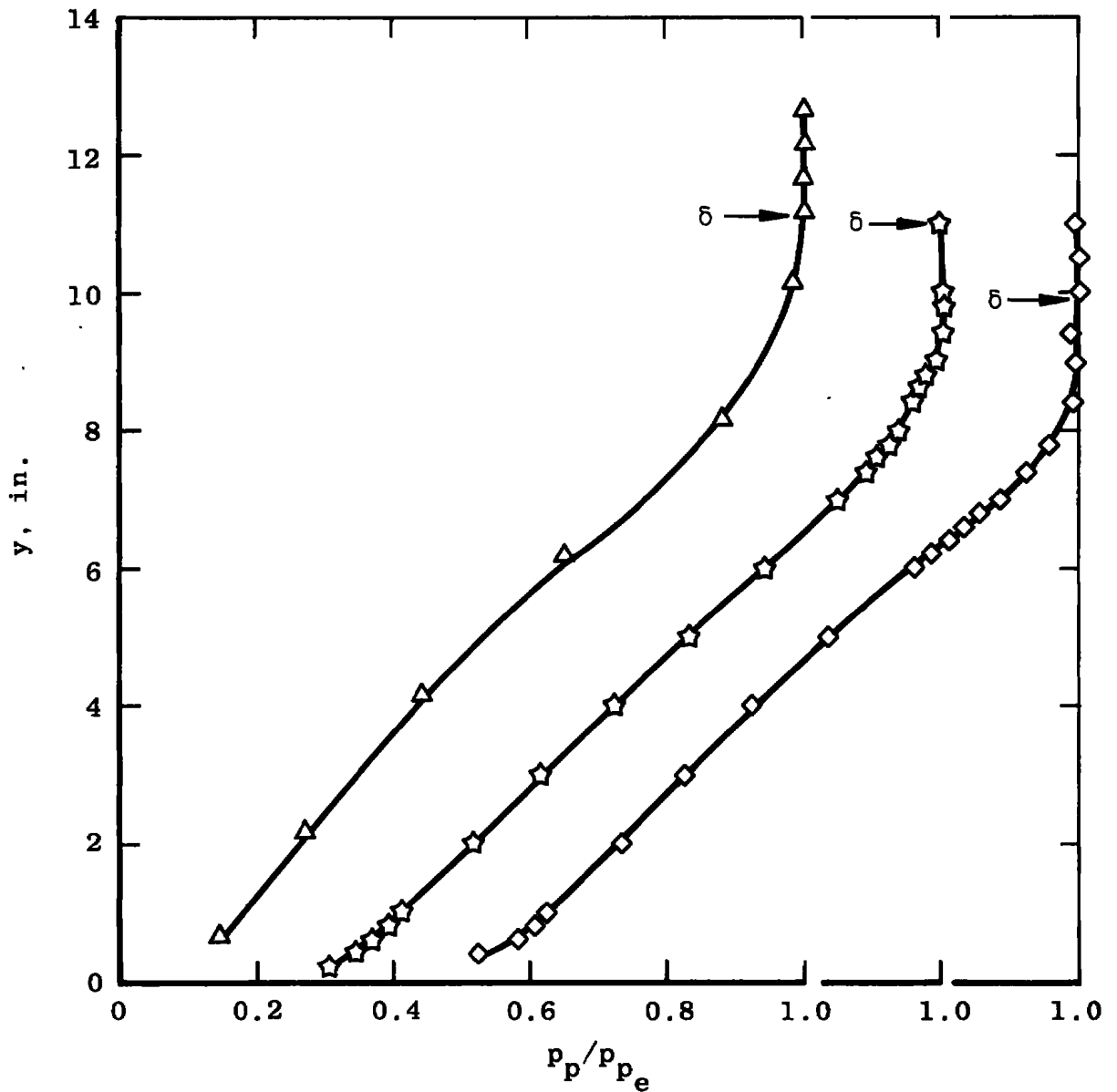
c.  $M_e = 10$ 

Fig. II-2 Concluded

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13. ABSTRACT Pitot pressure and total temperature measurements in the tunnel wall boundary layers in the von Kármán Gas Dynamics Facility 50-in.-diam hypersonic wind tunnels are presented. The measurements were obtained in the wind tunnel test sections at nominal free-stream Mach numbers of 6, 8, and 10 at free-stream unit Reynolds numbers from $0.32 \times 10^6$ to $3.91 \times 10^6$ per foot. The boundary layers were fully turbulent (velocity profile index 6 to 10), and the total thickness ranged from 4 to 11 in. Velocity and mass flow profiles were computed and used to calculate boundary-layer displacement and momentum thicknesses. The experimentally determined ratio of displacement thickness to momentum thickness was essentially independent of Mach number and Reynolds number over the ranges investigated.  This document is subject to special export controls and each transmittal to foreign governments or foreign nationals may be made only with prior approval of Arnold Engineering Development Center (AETS), Arnold Air Force Station, Tennessee 37389.			



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